CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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condition and had the effect of making the railway employees avoid repairs on operating cars and locomotives. Only when locomotives were taken off the line were any repairs made. Locomotive inspection stations on the Tsinan-Tsingtao line were at Tsingtao, Fangtzu (N 36-37, E 119-11), Chengtien (N 37-32, E 47-08), and Tsinan. Locomotives that had been repaired frequently had to be sent back after testing because of faulty repair work. Traffic and repair-shop personnel were in constant disagreement over this problem. The repair shops were not facing any short-ages in parts because of huge Japanese stockpiles.

- 4. The number of cars and locomotives kept in reserve was considerably less than 10 percent. There were two purposes for holding rolling stock in reserve: for special service, i.e., for special trains for very important persons; and disaster reserve for such emergencies as floods.
- 5. Until 1952 a loading gauge to measure the volume of cars was used. Since 1952 a Soviet method had been put into use, the details of which were not known. Grain was always shipped in jute bags and there was no problem in converting freight cars as grain carriers. There were no refrigerator cars.

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